

DON'TS SCHEDULED FOR AUTO OWNERS

Caution Under All Circumstances Is Advised to Prevent Thefts of Cars.

ACTIVITY OF THE ROGUES
IS NOTED BY OFFICIALS

Value of Machines Stolen in New York Last Year Placed at \$700,000.

From the manager of the automobile theft department of one of the large insurance companies the following "don'ts" to automobile owners were obtained:

Don't leave your auto unprotected on the street. Automobiles have been taken from before office buildings two minutes after owners had left them. Ask the private watchman at the door of the building before which you stop to keep his eye on your car.

Don't leave your car unlocked, even for a short time. Every automobile that lacks an attachment for locking the mechanism should be provided with one.

Don't leave your car on an incline where, by releasing the brakes, it can be moved away on its own momentum. Locked cars left in such a situation have frequently been stolen.

Thieves Active and Successful.

Reports have been published recently that automobile thieves are more active and successful than ever before. This, according to information obtained from some of the large companies engaged in automobile theft insurance and also from the police, is not true, but still many cars are stolen, and every precaution is urged to checkmate the thieves.

The value of automobiles stolen in New York city and its vicinity last year is placed at not less than \$700,000. This, in the opinion of an insurance man in a position to review the whole situation, is several hundred thousand dollars less than the total of 1914, the worst year; since then the automobile squad, organized by the police department about that time, has done effective work in checking the stealing of cars. Many of the automobiles stolen are recovered, fully 75 per cent, according to this authority, generally in another state. When a car is stolen in New York city it is looked for first in New Jersey, Pennsylvania or Connecticut. Frequently a thief will find out where a certain make of automobile is wanted. He will then make plans to steal a car that will satisfy this particular desire. Sometimes the clue that leads to the recovery of an automobile starts from the man who bought the stolen car instead of from the place where it was taken. Recently, in Brooklyn, a man who had paid \$1,100 in good faith for a stolen automobile had to surrender it to its rightful owner, with a loss of \$1,100.

Need of Caution Impressed.

As to the three "don'ts" here are three accounts of stolen cars to illustrate them, showing in each case how the exercise of caution would have saved the car.

The first refers to leaving a car unprotected before an office building, the Masonic Hall, at 46 West 24th street. The owner of the automobile drove up to the building at 1 o'clock in the afternoon. He went at once into the building and did not come out until 3 o'clock. When he did the car was gone. One of the first persons he questioned was the watchman who stood at the entrance of the building. The watchman could remember nothing as to the car, there being a string of them along the curbing most of the day, but he said he could remember nothing as to the car.

"If you had asked me, I would have kept my eye on your car." The theory of the police was that the thieves were lurking near by when this owner got out of his car—that they saw: First, that the owner did not lock the car; second, that he asked no one to watch the car.

Shows Dexterity of Rogues.

The second account shows how quickly a car may be stolen, and at a time and place when danger is least suspected. The owner of the car was taking a young woman home from the theater to an apartment house on 137th street near Broadway. He brought his car to a stop facing the North river, on a grade sloping in that direction. It was after 11 o'clock and there were no other cars nearby.

He accompanied the young woman to her apartment and was back in a few moments. There had not been a sound of the motor engine, but the car had vanished. This part of the mystery was quickly solved; the thief had merely released the brake and started the car down hill, turning out of sight at the first corner. He was caught later, and it transpired that he lived close by; he had made a practice of watching for cars left at this down-hill point.

"Locked" Car Stolen.

The third account is that of a car stolen with the mechanism securely locked. The owner of the car lived in Brooklyn. He drove the car inside his yard and left it by the side of his house, expecting later to take his wife out to the theater. Before leaving the car he locked it, and with the act dismissed from his mind any thought of danger from thieves. But thieves were near; a plot involving several accomplices had been made to steal that very car. They had observed that the pavement upon which the owner was in the habit of leaving his car when he intended to go out later in the evening; was an incline that extended upward from the street, and that this incline was continued in one direction by the street itself. One of the thieves released the brake and noiselessly the automobile was run out of the yard and down the street out of sight of the house. Then a little red automobile, which had been standing a short distance away since early in the afternoon, came forward, a grapping hook was thrown over the axle of the stolen car, and it was drawn away. The car was towed to a garage, the owner of which was also in the plot, and there the lock was broken. These facts came out later when the thieves were captured.

Premonitory.

From Puck.
Junior—So you didn't propose to her, after all?
Weed—No. And I'm not going to. When I got to her house I found her chasing a mouse with a broom.

Delay Explained.

From the Passing Show.
"What are you doing there, Ellen?"
"Excuse me, miss, but my apron caught in the door."
"But you left the room ten minutes ago!"
"Yes, miss, but I only just found it out."

Future.

From Life.
Teacher—What's the difference between a monarchy and a democracy?
Pupil—They are just the same.
"Wrong."
"Well, teacher, they will be in another twenty years."

Pathfinder

THE GREAT

\$2475

F. O. B. FACTORY

King of the Twelves

Pathfinder Week in Washington Feb. 29--March 4th Inclusive

THE CAR THAT GOES OUT ON THE ROAD AND ACTUALLY DOES THE WONDERFUL THINGS THAT A FEW CARS CLAIM TO DO

In the midst of a medley of claims, Washington is calmly keeping its eye on PATHFINDER.

Every one knows that overhead valves spell power.

Every one knows that twelve cylinders also spell power.

These are basic FACTS that no smiling salesman in a tuxedo can upset.

So Washington will stay calm.

Meanwhile THE VALVE-IN-HEAD, TWELVE-CYLINDER PATHFINDER will draw a wise, self-determining and constantly thickening crowd around it.

There is not much talk going on at the Pathfinder salesrooms—but, with surprising frequency, you will hear fountain pens scratching on order blanks.

—WHICH IS THE WASHINGTON WAY OF INDORS-
ING FACTS.

We are not wasting your time and ours on claims. In fact, we are claiming nothing. Frankly, our chassis is not built of gold; our bearings are not of burnished platinum, neither is our instrument board studded with diamonds, nor are our grease cups brimming over with ambrosia.

We cannot start from a standstill, and climb up the Capitol wall "on high," neither can we beat a bullet on "get away" or speed. In short, we have brought no Hindoo magic to Washington—merely an almighty good automobile. We have fomented no revolutions in the industry nor stirred up any undue sensations.

We have no argument but—FACTS.

—and the people at this show will relish facts, especially since these happen to be pleasant facts—facts which foretell more pleasant motoring than they have ever before enjoyed.

We do not claim to have built the ultimate car—no one can ever do that, because the ultimate car, like "tomorrow" is always ahead of us. Nor do we attribute to ourselves more brains or ability than is possessed by many of the other conscientious men who are building other good cars.

Nevertheless, we seemed to have hit on a happy combination of engineering and designing in the Pathfinder which somehow gets it over the hills and the roads more easily and with less gear shifting than the best of the rest of them.

We claim nothing—not that we couldn't; but it simply isn't our policy.

But here's what we DO:

We promise to OUT-DEMONSTRATE any other car on a test, or recommend that you buy it in preference to PATHFINDER THE GREAT.

Make us show you a wider speed range "in high." Make us show you more snap and ginger in the "get away." Make us show more power—more comfort over the bumps—more luxury—better engineering throughout the chassis—and, IN YOUR OWN OPINION, A BETTER AUTOMOBILE regardless of price.

We will not take time here to more than mention the axles under Pathfinder the Great, which are the most expensive and therefore supposed to be the best on the American market—and the deep channel frame, which, theoretically, can't break. All these things the engineer on our chassis at the show can tell you about. We believe he will speak of certain things that will not be mentioned on other cars.

Incidentally, if you love sheer beauty of color and contour you will find more than mere consummate engineering in Pathfinder the Great. The color schemes and clever little tricks of the upholsterer provide many surprises. New York and Chicago raved over our exhibit—although we do not throw this into the teeth of Washington, because Washington's opinion is quite as important to us—possibly more so.

In passing, and anticipating your presence at the Pathfinder salesroom, let us say that the tests of Pathfinder the Great have been made on roads LIKE THOSE YOU WILL TRAVEL—not on a hardwood floor with a wind to its back.

The things that Pathfinder stock cars are doing now in the hands of users, through mud, on hills, and on the long grind

There will sit the Pathfinder the Great—a mute and perfect rebuttal to all the reams that have been printed about motor car magic and miracles.

There it will sit, calmly waiting for Washington to call upon it—ready to actually DO those things that other cars claim to have done "once upon a time," when conditions were tender and favorable. And Pathfinder the Great is ready to do these things day in and day out—not merely on gala day occasions.

When these same twelve cylinders SPEAK and these overhead valves spring into life in ACTUAL ROAD DEMONSTRATION, fact will triumph over fancy, and away will go the paper-claims, like confetti under an exhaust.

For Pathfinder the Great is in Washington, fresh from the conquest of New York and Chicago, with "the goods" tucked away under its hood and—READY TO BE DELIVERED ON DEMAND.

that eats the heart out of paper-claimants, are so marvelous that you'll have to find them out for yourself.

—if any one told you that any car could do such things you'd simply say, "O, that's merely sales talk," and you'd catalog us along with the rest.

So we want you to get your impressions of Pathfinder the Great—FIRST HAND.

A Word to Washington

When we got ready to pick men to head the Pathfinder organization in Washington we went about it very carefully. We were not looking for the back-slapping type of motor car braggarts. We wanted men who were men clear to their heels—men who placed TRUTH above any temporary advantage—men who think of tomorrow and are guided by it in what they say and do—TODAY.

The Auburn and Pathfinder Sales Company (automobile show week address, 1220 Connecticut Ave. N.W.) is headed by just this particular type of men.

Messrs. Robertson, Soper and Nishwitz have the absolute respect and indorsement of the Pathfinder factory. They are ready to demonstrate Pathfinder cars to the satisfaction of Washington—day in and day out.

BUT YOU HAD BETTER MAKE A DEMONSTRATION APPOINTMENT FOR PATHFINDER THE GREAT—NOW.
THE PATHFINDER COMPANY.

Auburn and Pathfinder Sales Co.

H. W. Robertson

H. W. Soper

W. T. Nishwitz

Special Automobile Show Week Address, 1220 Conn. Ave. N.W.

Salesroom and Service Station, 643 Maryland Ave. N.E.—425 New Jersey Ave. N.W.—13½ and D Sts. N.W.

Decorations Furnished by S. Kann, Sons & Co.